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CLASSIFICATION CONFIDENTIAL

COUNTRY Hungary

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TOPIC 1. Hungarian Air Association in Sopron

2. Gyoer Airfield

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REFERENCES

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REMARKS

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1. Between June 1952 and March 1963, a training course of the Hungarian Air Association (Magyar Republice Szovetseg) (MRS) was held in Sopron (P. 8/1 63). Two hours of theoretical instruction, including aircraft theory, aircraft engine theory, flight theory, and meteorology and one hour of political indoctrination were given in Sopron each week, while flight training was conducted at Gyoer (P 48/Y 44) airfield on Sundays and holidays. In Sopron, flight training was not permitted because of the nearby frontier. In addition to theoretical training on conventional aircraft, a course was held in gliding and parachuting. The individual training courses consisted of 8 men who were trained in flying with conventional aircraft, 16 men who were trained in gliding, and 4 men who were trained in parachuting.

2. The trainers, referred to as "instructors", were stationed at Gyoer airfield for the training of members of the MRS. The aircraft were biplanes with in-line engines, two-bladed propellers, two-seater cabins, rigid landing gears and wings with K-shaped struts. The following aircraft for glider training were stationed at the field: 3 Veesosok, 2 Kimes, 1 Juhu 18, and 4 Cimboras. The aircraft of types Veesosok and Juhu 18 had fuselages without covering and pilot's cabins covered up to the pilot's neck. These aircraft were used by beginners. The Koma-type aircraft was an entirely covered high-performance glider and the Cimboras-type aircraft was an entirely covered trainer with two open seats in tandem fashion. Parachute training was conducted every two weeks. The trainees practiced jumping from a commercial airplane which probably came from Budapest. Csontos (fnu) was the chief flight instructor on conventional aircraft and commanding officer of Gyoer airfield. Ferenc Szocszovits was charged with theoretical instruction and flight training on conventional aircraft.

3. The airfield was located on the eastern perimeter of Gyoer, just east of the industrial canal (Ipsar Csatorna), and between the railroad line and road to Komarom (P 48/Y 75). The field covered an area of about 1,500 meters square. It could be expanded to all sides except to the west. A spur track which had been built to the airfield during the war was in poor condition in 1953.

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The airfield was used by the Moszoviet and MRSZ. A hanger which had been destroyed by a bomb hit in the war was reconstructed after 1945. No new buildings or construction activity were observed at the field prior to March 1953. There was a concrete runway, about 1,500 meters long and 80 meters wide, which extended from northwest to southeast. A concrete taxiway branched off toward the hangars. A radio station and DF station were also available at the field. No AA defense was observed at the field. The field was not camouflaged. A border guard detail of the State Security Service (AVH) in the strength of 9 men and 4 additional AVH soldiers for checking the civilian air traffic were stationed at the field.

25X1 [redacted] Comment. The report contains information on preliminary flight training by the MRSZ. Cyclo airfield is still being used only by the Moscoviet and the MRSZ.

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